

Corridor Newsletter: Winter 2011

Milestones: 2010, 2011, 2012

By **Gustavo Dallarda**, Corridor Director

2010 was a productive year for the I-15 Express Lanes construction team. Our crews realigned on- and off-ramps and completed new paving and lane striping on the outside of the freeway. Upon completion of outside widening work, construction crews began work to build and expand the new I-15 Express Lanes in the median. These recently achieved milestones will result in less construction inconveniences to motorists and our neighbors along the corridor.

In 2011 you can look forward to more construction milestones:

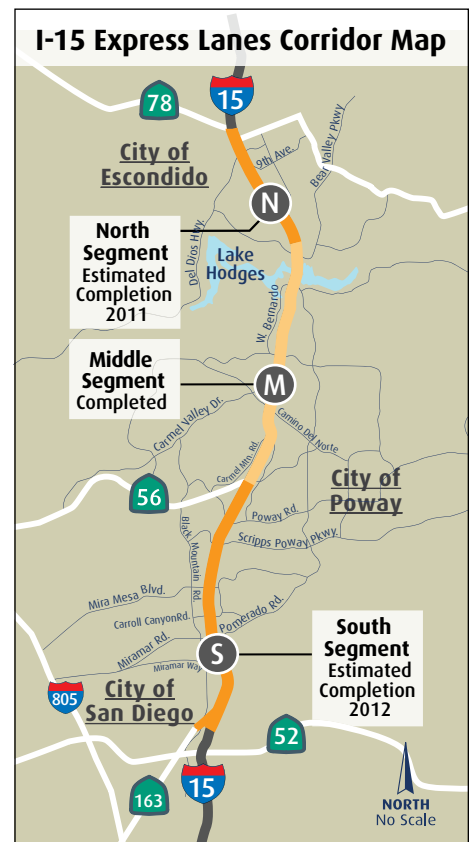
- ▶ North Segment construction and the Hale Avenue Direct Access Ramp (DAR) in Escondido are expected to be completed by the end of the year.
- ▶ Two bridges, one at Carroll Canyon Road and one at Rancho Peñasquitos Boulevard/Poway Road, are expected to be completed in the spring.

The ultimate milestone—the completion of the entire I-15 Express Lanes project—is on track for 2012.

This newsletter includes a story about the last portion of the Express Lanes to begin construction and provides a look at how freeway lanes are created. You will also meet an important member of our quality control team and learn about the commuter transit options available to you on the Express Lanes now and in the future. Read on to learn more.



Contractors are working at night in the median on the Express Lanes.



Milestone Reached in 2010 Allows Construction to Begin on Final Portion of the Express Lanes

Motorists in Escondido should have noticed a big change in late November. Last fall the outside portions of the freeway were opened between Centre City Parkway and 9th Avenue/Auto Park Way, resulting in fewer construction impacts to motorists. Completing this final section of widening work is a major milestone as it concludes outside lane work for the entire I-15 Express Lanes project area.

The extra space created by the outside widening work has given crews enough room in the median to begin building the four new Express Lanes. These Express Lanes will connect with the Del Lago Direct Access Ramp to the south and end at SR 78 to the north. Workers

have cleared away oleanders and other structures in the median so they can begin to build the foundation for the new Express Lanes. See the following page for more details on how the Express Lanes are created.

This also signifies that we are on track to complete the entire North Segment by late 2011. Once the South Segment is also completed in 2012, motorists will have uninterrupted Express Lane service between SR 163 and SR 78.



I-15 motorists now drive on new lanes on the outside of the freeway in Escondido.

Freeway Lanes: Creating a Solid Foundation for Your Ride

The I-15 Express Lanes and any new freeway lanes are built in three layers for stability and durability:

- 1) **Aggregate Base:** This bottom layer is made from rocks, dirt, sand and recycled concrete from the old I-15 freeway lanes. This layer's strong foundation supports the two layers above it.
- 2) **Asphalt Concrete Base:** This middle layer is made with asphalt and mineral aggregate. It prevents moisture from reaching the bottom layer which can cause erosion and lead to maintenance issues.
- 3) **Portland Cement Concrete:** This top layer on which you drive is made of concrete slabs connected with steel dowels at the joints. Concrete has proven to be durable, low-maintenance and cost-effective. Its surface is "tined," a texturing technique that creates indentations to keep tires from slipping.

As these layers are placed, Caltrans conducts extensive tests. The interview below highlights the role of one of our testers who ensures that Caltrans' standards and specifications are met as the lanes are built. This in turn ensures the freeway lanes are stable and reliable for years to come.



A cross section of the three layers from a freeway lane in Mira Mesa.

Meet Quality Control Tester Dave Deiters: Ensuring Your Freeway Is Built to Last



Dave Deiters prepares his equipment for field testing.

Dave Deiters, a quality control consultant for Caltrans, collects and tests samples of roadway material to ensure they meet Caltrans' standards and specifications.

What is your role on the project?

My role is to ensure the integrity of the freeway by testing that each layer of material that a contractor lays down meets state-mandated specifications. I use a variety of instruments to collect and test all types of roadway material.

What do these tests measure?

The tests measure whether or not these materials are within certain parameters. For example, native soil under the aggregate base must register at a certain compaction level, and the materials used in the aggregate base layer must be at a certain size or the right mix.

What is the most important part of your job?

The ultimate goal of my job is to keep

the traveling public safe, and to ensure that the freeway is built right the first time. Built right, this investment will serve the community for decades to come.

What has been a highlight for you working on the I-15 project?

The team I work with at Caltrans, my company, and the general contractors are some of the most hard-working individuals. Working with this group every day has been a highlight for me.

What do you like about working for Caltrans?

I would get bored behind a desk all day, so I love that I get to work out in the field and in one of Caltrans' testing labs.



Where Can I Pick Up a Commuter Express Bus Along I-15?

You can hop on a Commuter Express Bus at transit stations in Escondido, Rancho Bernardo or Sabre Springs. These stations provide convenient parking and easy access to buses that travel to major employment centers in Sorrento Mesa and downtown San Diego. Upon completion in 2012, the I-15 Express Lanes project will provide enhanced transit options, including the launch of a new Bus Rapid Transit system. The new Bus Rapid Transit system will include more routes, more transit station stops and more buses, as well as provide more frequent service. Visit icommutesd.com to learn more about commuting options along the I-15 corridor.



Commuter Express Bus users exit a bus at the Rancho Bernardo Transit Station.